BY ORDER OF THE COMMANDER
AIR EDUCATION AND TRAINING
COMMAND

AETC INSTRUCTION 21-105

6 NOVEMBER 2002

Maintenance

LOGISTICS PERFORMANCE MEASURES REPORTING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

OPR: HQ AETC/LGMMA
(MSgt Anthony Hall)
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Certified by HQ AETC/LGM (Col Richard J. Alquist)
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This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance,* and establishes requirements and provides procedures for reporting aircraft performance measures for all assigned aircraft. It applies to Air Education and Training Command (AETC) flying training wings (FTW), fighter wings, air mobility wings, maintenance groups (or equivalent) and HQ AETC/LGMMA. This instruction does not apply to AF Reserve Command or Air National Guard units. See Attachment 1 for a glossary of references and supporting information applicable to this instruction.

Subordinate units will coordinate and provide copies of supplements to this instruction. (***NOTE:*** This requirement does not apply to local maintenance operating instructions [MOI]). Recommendations for changes, improvements, or waivers to this instruction should be annotated on AETC Form 1236, **Request for Improving/Changing AETC Maintenance Regulations/Instructions**. The appropriate group commander must approve the request before it is sent to HQ AETC/LGM, 555 E Street East, Randolph AFB TX 78150-4440, for action by HQ AETC/LGMMA.

Maintain and dispose of records created as a result of processes prescribed in this publication in accordance with AFMAN 37-139, *Records Disposition Schedule* (will become AFMAN 33-322, Volume 4). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF REVISIONS

This instruction is substantially revised and should be completely reviewed. It revises weekly and monthly reporting requirements to HQ AETC and 19 AF; incorporates all previous changes and clarification guidance issued since the last publication date; reformats algorithms and definitions to improve clarity and readability; completely revises weekly status reporting procedures; and updates both monthly electronic and manual reporting.

Section A—General Instructions

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1. Introduction. This instruction, coupled with regular internal performance reviews by units, 19 AF, and headquarters, supports the goal of meeting AETC logistics indicators standards. This instruction defines logistics performance terms, and reporting and review procedures so AETC manages by facts. The focus is the measurement of the many logistics processes that provide training capability to the unit. Complying with this instruction should result in quick and accurate identification of areas requiring improvement as well as identifying support and resource problems beyond the scope of the unit.

2. Applicability. All AETC units possessing or supporting aircraft will report their data as specified in this instruction unless specifically exempted. Units possessing more than one mission design series (MDS) will list them separately; however, separate reports are not required. For contract maintenance organizations, provide logistics data specifically required by the contract.

3. Responsibility. Wing, unit, and maintenance group (MXG or equivalent) commanders are responsible for compliance. Wing commanders, or designated representative, will ensure all reports cited in this instruction are prepared and transmitted as prescribed. Designated representatives, when used, must be at least a deputy group commander or equivalent. Commanders will review the accuracy of the information required by this instruction and take action to improve deficiencies. Commanders will notify the addressees in paragraph 2.2 when the monthly report cannot be submitted on time.

4. Reporting During MINIMIZE. Emergency status and precedence category is "D"--discontinue under emergency conditions. MINIMIZE transmission authorization indicator is "No."

Section B—Monthly Aircraft Reporting Requirements

5. Overview. This section describes overall base to headquarters reporting concepts and requirements for the Monthly Logistics Indicators Report (MLIR), RCS: AETC-LGM(M) 7501. Data provided in the MLIR is used to provide the AETC Commander with an overall assessment of unit and fleet health, to provide the directorate of logistics (HQ AETC/LG), maintenance division (HQ AETC/LGM), and supply division (HQ AETC/LGS) with a comprehensive assessment of fleet and unit health, to create and validate maximum sustainable UTE rate models, build future flying hour programs, and to create training management reviews.

5.1. Units with F-16 aircraft, F-16 C/D models are considered one MDS for monthly reporting; however, submit data by both fleet and block number.

5.2. Units with F-15 aircraft, submit only combined fleet numbers.

5.3. C-130E aircraft will report both squadron and wing data in the MLIR message.

6. Method and Frequency of Reporting. Submit monthly MLIR via e-mail to HQAETC.LGMMA@RANDOLPH.AF.MIL and 19AF/LGM@RANDOLPH.AF.MIL. Transmit monthly reports to arrive no later than the 10th calendar day following the month being reported. If the 10th calendar day falls on a weekend or holiday, transmit the report to arrive no later than the next workday. Transmit manual backup via fax or priority message. Information copies may be sent to other AETC units at the organization's discretion; however, furnish copies to agencies outside the Air Force only with prior approval from HQ AETC/LGM and HQ AETC/LGS.

7. Senior Leader's Comments. The MLIR requires comments addressing an overall assessment of unit, fleet, and maintenance health. The wing (group where there is no wing) commander will provide the unit and fleet health assessment. As a minimum, the maintenance group commander or equivalent will provide the overall assessment of maintenance comments. Information in these comments is used in conjunction with the MLIR remarks section to brief AETC/CC. Suggest this area address what is causing problems and what is leading to successes. Identify what causes were explored or identified, steps taken or plans to improve, and any recommendations concerning actions that may be required by HQ AETC. The fleet health assessment will also outline recovery plans for all category II and category III hangar queen aircraft.

8. Report Preparation and Format. Transmit the MLIR data using spreadsheets provided by HQ AETC/LGMMA when e-mail is available. Manual backup report format is in Attachment 2; use this format only when submission via e-mail is not possible, and followup with e-mail submission as soon it becomes available. The analysis remarks section and senior leader's comments of the MLIR should be submitted as separate documents for either method of reporting.

9. Quality Remarks. See Attachment 3 for detailed guidance on the analysis remarks. Address each out-of-standard indicator in the remarks section. This area is separate from the senior leader's comments and should not be combined. Avoid using acronyms. The remarks will consist of two distinct components. In the first component provide detailed information on items that did not meet the standard (for example, list all aborts if the abort rate was not met, or top driving systems and work unit codes [WUC] if status standards are not achieved). Use the second component to provide an analysis of the reason this standard was not met. There is no place in the analysis component for statements such as "did not meet the standard due to 10 deviations for WUC XXXXX" or "XX percent of the hours were due to system XX." Include this type of data in the details component. Analyze the month's performance for an indicator and compare to its previous performance. The question "why" must be addressed throughout the remarks. Address what is "out of the ordinary."

9.1. Coordinate all total not mission capable supply (TNMCS) and cannibalization (CANN) remarks through both maintenance and supply. Incorporate the coordinated remarks into a single reply. Each of these areas will list WUC, full national stock number (NSN), and noun. TNMCS drivers will address parts that maintenance determines impacted the TNMCS rate during the month. MICAP hours against specific stock numbers extracted from the Weapon System Management Information System/Readiness Assessment Module (WSMIS/RAM) should not be the determining factor in what to report. Inspections and time compliance technical orders (TCTO) also require the type of inspection or TCTO number.

9.2. Use the format in Attachment 3 to Report Hangar Queen data in the remarks section.

10. Coordination and Correction Procedures. Commanders (or designated representatives) will establish coordination requirements to ensure an accurate report is released on time. Submit corrections to reports by separate e-mail, fax, or message with reference to the incorrect data. Each unit OPR will maintain a master file of monthly reports for at least two fiscal years.

Section C—Weekly Aircraft Report Requirements

11. Overview. This section describes the reporting requirements for the weekly report.

12. Method and Frequency of Reporting. Submit weekly logistics reports via e-mail to HQAETCLGM@RANDOLPH.AF.MIL and HQAETCLGS@RANDOLPH.AF.MIL with info copies to HQAETC.LGMMA@RANDOLPH.AF.MIL, HQAETCLGSWA@RANDOLPH.AF.MIL, and 19AF/LGM@RANDOLPH.AF.MIL. Transmit reports to arrive no later than 1600 CST each Monday. If Monday is a holiday, transmit the report to arrive the next workday by 1600 CST. Transmit manual backup via fax or priority message. Information copies may be sent to other AETC units at the organization's discretion; however, furnish copies to agencies outside the Air Force only with prior approval from HQ AETC/LGM and HQ AETC/LGS.

13. Report Preparation and Format. Use the format in Attachment 4 to submit the weekly report via e-mail. Data included (with the exception of item 7 in Attachment 4) will be cumulative for the month through midnight Sunday night.

14. Coordination and Correction Procedures. Commanders (or designated representatives) will establish coordination requirements to ensure an accurate report is released on time. Submit corrections to weekly reports by e-mail, fax, or message with reference to the incorrect data.

Section D—Special Request for Logistics Data

15. Overview. This section describes the basic guidelines for recurring short-term reports. Periodic requirements exist for collecting data to support special studies and analyses. The Special Request for Logistics Data RCS: AETC-LGM(M) 7501, Part II, is used to task aircraft maintenance units for special requests.

16. Applicability. All aircraft maintenance and supply units assigned to AETC and possessing flying training aircraft are subject to this tasking. Reports under this section are not required unless specifically tasked by HQ AETC/LGM or HQ AETC/LGS.

17. Method and Frequency of Reporting. HQ AETC/LGM or HQ AETC/LGS will provide submission instructions and frequency requirements in the tasking message.

18. Report Format. HQ AETC/LGM or HQ AETC/LGS will specify report format in tasking message. Instructions will specify content, procedures for data collection, and report termination date.

Section E—Logistics Standards Review Process

19. Overview. This section describes the yearly process of reviewing and/or revising AETC logistics standards. The intent of the review process is to ensure standards are set to a level appropriate to the tasking of the unit and the capability of the weapon system. Standards are used to keep leadership advised of overall force readiness, to identify and isolate breakdowns in logistics processes, to determine if resources outside the units' control are needed, and to identify units that need further examination and assistance. Standards are also used to help achieve sustainable utilization (UTE) rates needed to meet flying training requirements and to provide a reasonable, safe work environment for the operators and maintainers of aircraft fleets.

20. AETC Standards. Logistics standards are used to measure the health of a unit's operation. Indicators for which standards are developed are: mission capable (MC), TNMCM, total not mission capable supply (TNMCS), sortie scheduling effectiveness (SSE), Abort, Cann, Break, Fix and

maintenance scheduling effectiveness (MSE) rates. HQ AETC/LG may also develop standards for other metrics as the need arises.

20.1. A modeling process, combined with unit dialogue, is used to help determine the correct values for realistic and mission essential standards. Initial standards are set with the agreement of the unit and the HQ staff.

20.2. No model reflects reality perfectly. If experience or a revised mission tasking reveals a need for adjustment of any standard, an out of cycle review can be initiated. Either the unit or HQ AETC/LGM can initiate the review and involve the other party.

21. Standards Review and Development Process. The review process is accomplished annually, usually during the July to August timeframe. Each review involves the following basic steps:

21.1. Historical statistical data is collected and statistically analyzed. AETC aircraft functional managers and supply weapons support functional managers then assess short-term and long-term support issues and make recommendations for standards.

21.2. 19 AF and affected units are polled for their inputs.

21.3. Historical statistical data and fiscal projections are combined with HQ AETC/LGM, HQ AETC/LGS, 19 AF, and unit inputs. The consolidated standards inputs are presented to HQ AETC/LG for approval.

21.4. HQ AETC/LG approved standards are presented to AETC/CC for approval.

21.5. AETC/CC approved standards are distributed to 19 AF and affected units.

21.6. This standards review process does not preclude units from developing local standards for other metrics as deemed necessary by their leadership.

22. Form Adopted. AETC Form 1236.

JOE F. HARRISON, Colonel, USAF
Deputy Director of Logistics

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 21-1, *Managing Aerospace Equipment Maintenance*
AFI 21-101/AETC Sup 1, *Aerospace Equipment Maintenance Management*
AFMAN 37-139, *Records Disposition Schedule* (will become AFMAN 33-322, Volume 4)
AETCI 21-104, *Aircraft Planning and Scheduling*

Abbreviations and Acronyms

A/A—air abort
AETC—Air Education and Training Command
AWM—awaiting maintenance
AWP—awaiting parts
BAI—backup aircraft inventory
BPO—basic post flight
C/W—complied with
CAMS—Core Automated Maintenance System
COMBS—Contractor Operated and Maintained Base Supply
DD—delayed or deferred discrepancy
DDS—deferred discrepancy summary
EOM—end-of-month
EVL—event listing
FCF—functional check flight
FMC—fully mission capable
FTW—flying training wing
G081—CAMS for airlift
G/A—ground abort
HHQ—higher headquarters
HPO—hourly post flight
HSC—home station check
ISO—isochronal inspection
LGND—logistics nondelivery
MC—mission capable
MDS—mission design series
MLIR—monthly logistics indicators report
MND—maintenance nondelivery
MSE—maintenance scheduling effectiveness
MXG—maintenance group
NMC—not mission capable
NMCBS—not mission capable both maintenance and supply scheduled
NMCBU—not mission capable both maintenance and supply unscheduled
NMCMS—not mission capable maintenance scheduled
NMCMU—not mission capable maintenance unscheduled
NMCS—not mission capable supply

NSN—national stock number
OCF—operational check flight
OG—operations group
OND—operations nondelivery
OTI—one time inspection
PAI—primary aircraft inventory
PE—periodic inspection
PMCB—partially mission capable both maintenance and supply
PMCM—partially mission capable maintenance
PMCS—partially mission capable supply
PRD—pilot reported discrepancy
SND—supply nondelivery
SSE—sortie-scheduling effectiveness
TCTO—time compliance technical order
TDI—time distribution inspection
TNMCM—total not mission capable maintenance
TNMCS—total not mission capable supply
UTE—utilization
WUC—work unit code

Terms and Formulas

Actual UTE Rate—The actual UTE rate is the actual average sorties or hours flown per PAI. See UTE Rate for formula.

Air Abort (A/A) Rate—The A/A rate is the total number of air aborts per 100 local sorties flown. The purpose of this rate is to reflect the percentage of unsuccessful missions once the aircraft is airborne. Declaration of an air abort is an operations call.

$$A/A\ Rate = \frac{\#\ of\ \ Air\ \ Aborts}{Local\ Sorties\ Flown} \times 100$$

Attrition Rates—Attrition rates are used primarily for two purposes. Programmatically, they are used to forecast the number of scheduled sorties or missions needed to meet the requirement. During program execution, attrition rates help pinpoint where the flying schedule is deviating from the plan and where to focus management actions.

$$Total\ \ Attrition\ Rate = \frac{Total\ Losses\ (Logistics, Operations, Weather, and\ Other)}{Local\ Sorties\ Scheduled} \times 100$$

$$Logistics\ \ Attrition\ Rate = \frac{Logistics\ Losses\ (MNDs + SNDs)}{Local\ Sorties\ Scheduled} \times 100$$

$$Operations\ \ Attrition\ Rate = \frac{Operations\ Deletes + ONDs}{Local\ Sorties\ Scheduled} \times 100$$

$$Weather\ Attrition\ Rate = \frac{Weather\ Losses}{Local\ Sorties\ Scheduled} \times 100$$

$$Other\ Attrition\ Rate = \frac{Other\ Losses}{Local\ Sorties\ Scheduled} \times 100$$

Attrition Reserve Aircraft—Excess to PAI and BAI requirements procured to ensure aircraft fleet size remains at an adequate level at the end of the fleet's life cycle. No operating resources are allocated for these aircraft in the defense budget.

Average Fleet Time—Average fleet time is the average number of flying hours available per aircraft until the next periodic or phase inspection. Fleet time is the prime leading logistics indicator that identifies the unit's ability to maintain future flying and dock flow requirements. Fleet time is only tracked for those aircraft using the periodic or phase inspection system.

$$Average\ Fleet\ Time = \frac{Total\ Time\ (Hours)}{Total\ Number\ of\ Aircraft}$$

Calculating Average Fleet Time: Take three measurements before the end of the month (with a minimum of seven calendar days between each measurement). Take one additional measurement on the last duty day of the month. The CAMS product to be used is the time distribution inspection (TDI). Extract the total time remaining in hours and the total number of aircraft from the TDI. Subtract out the hours and number of aircraft for aircraft not in possession codes TF, CA, CB or ZB (or temporarily transferred) at the time the product was run. Report the total hours and total aircraft of the four measurements in the MLIR.

Example:

	Time (Hours)	# Aircraft
Week 1	5,000	50
Week 2	5,250	55
Week 3	5,125	53
End-of-Month	5,290	50
Total	20,665**	208**

** Only total numbers are reported on the Monthly Logistics Indicators Report.

Average Possessed Aircraft—Possessed aircraft are available to accomplish the primary mission of the unit. Aircraft with a possession code of CA, CB, TF, or ZB are considered possessed (unless temporarily transferred). Possessed aircraft hours are the key elements in calculating aircraft status.

$$Average\ Possessed\ Aircraft = \frac{Total\ Possessed\ Aircraft\ Hours}{Days\ in\ Month \times 24}$$

Backup Aircraft Inventory (BAI)—Aircraft over and above the PAI to permit scheduled and unscheduled depot level maintenance, modifications, inspections, and repair without a reduction of

aircraft for the operational tasking. No operating resources are allocated for these aircraft in the defense budget.

Break Rate—The break rate is the percentage of total sorties that landed with a Code 3 not mission capable (NMC) condition. This rate acts as an early warning indicator, which can lead to a lower MC rate and focuses on the quality of aircraft maintenance and parts.

$$Break\,Rate = \frac{\#\ of\ Code\ 3\ Landings}{Total\ Sorties\ Flown} \times 100$$

Cann Rate—The Cann rate is the number of items cannibalized per 100 sorties flown. The purpose of the Cann rate is to highlight what part of the sortie generation effort is expended removing and replacing parts from one aircraft (or engine) to another aircraft for the specific purpose of making the latter mission capable. Cann actions will be counted against the end item that required the canned part. Canns are reported during the month the "T" (removal) action is completed. ***NOTE:*** A demand must first be placed on the supply system, which subsequently could not be filled.

$$CANN\,Rate = \frac{\#\ of\ CANNS\ (Aircraft\ to\ Aircraft\ and\ Engine\ to\ Aircraft)}{Total\ Sorties\ Flown} \times 100$$

Delayed Discrepancy (or Deferred Discrepancy) (DD) Rate—This rate is the average number of deferred writeups that do not impair mission effectiveness per possessed aircraft. Count those writeups that are not corrected within 3 duty days as DDs (see AFI 21-101/AETC Sup 1, *Aerospace Equipment Maintenance Management*). This rate focuses attention on the effectiveness of the scheduled maintenance program and on the availability of parts. DD rates are broken down as awaiting maintenance (AWM) and awaiting parts (AWP). AWPs must have a valid supply requisition number.

$$Average\ AWM = \frac{Total\ \#\ of\ AWMs}{Total\ \#\ of\ Aircraft\ Possessed}$$

$$Average\ AWP = \frac{Total\ \#\ of\ AWPs}{Total\ \#\ of\ Aircraft\ Possessed}$$

Calculating DD Rates: Calculating a DD rate is very similar to calculating average fleet time. Units will take sample measurements using the same frequency (three measurements before the end of the month (with a minimum of 7 days between each measurement), then one final measurement on the last duty day of the month). Only count DDs against currently possessed aircraft. Use either the Deferred Discrepancy Summary (CAMS units) or the batch program 67150 (G081 units).

Example:

	# AWMs	# AWPs	# Aircraft
Week 1	49	100	50
Week 2	55	110	55
Week 3	25	135	53
End-of-Month	30	105	50
Total	159**	450**	208**

** Only total numbers are reported on the Monthly Logistics Indicators Report.

Fix Rate—The fix rate is the percentage of Code 3 aircraft returned to service within 8 or 12 hours (depending on the MDS) from the time they became NMC. The purpose of the fix rate is to determine what percentage of broken aircraft is fixed in a timely manner. This rate focuses on the ability of maintenance personnel to quickly troubleshoot and repair aircraft and on supply's ability to provide the needed parts. Compute 8-hour fix rates for the following aircraft: T-6, T-37, T-38A, T-38C, AT-38, F-15, and F-16. Compute 12-hour fix rates for these aircraft: T-1, T-43, UH-1, MH-53, HH-60, C-5, C-17, C-130E, HC-130H, HC/MC-130P and KC-135.

$$Fix\,Rate = \frac{\#\ of\ Code\ 3\ Breaks\ returned\ to\ MC\ within\ 8\ or\ 12\ hours}{Total\ \#\ of\ Code\ 3\ Landings} \times 100$$

Fully Mission Capable (FMC) Rate—The FMC rate is the percentage of possessed aircraft that are fully mission capable.

$$FMC\,Rate = \frac{FMC\,Hours}{Total\,Possessed\,Aircraft\,Hours} \times 100$$

Functional Check Flight (FCF) Release Rate—The FCF release rate is the percentage of aircraft that successfully complete an FCF versus the total number of FCFs attempted. The purpose of the FCF release rate is to monitor the quality of maintenance performed following the repair of critical components or systems that require an FCF prior to resuming normal flying.

$$FCF\ Release\ Rate = \frac{\#\ of\ FCFs\ released}{\#\ of\ FCFs\ attempted} \times 100$$

Ground Abort (G/A) Rate—The G/A rate is the total number of ground aborts per 100 local sorties attempted (do not include sympathy ground aborts in the total number of ground aborts). This rate is an early warning indicator of the quality of maintenance in regards to preflight and basic post flight (BPO) maintenance. Multiple ground aborts recorded against a single line will be included in the number of ground aborts.

$$G/A\ Rate = \frac{\#\ of\ Ground\ Aborts}{Local\ Sorties\ Flown + \#\ of\ Ground\ Aborts} \times 100$$

Logistics Nondelivery (LGND) Rate—This rate is the number of maintenance nondeliveries (MND) or losses, plus supply nondeliveries (SND) or losses, per 100 local sorties or missions scheduled. While MNDs focus specifically on the effectiveness of maintenance and SNDs on that of supply, the overall

LGND rate is an early warning indicator of the quality of logistics effectiveness and the health of the fleet. It highlights the capability of logistics to provide aircraft to meet the needs of the daily flying schedule.

$$LGND\ Rate = \frac{Logistics\ Losses\ (Maintenance\ and\ Supply)}{Local\ Sorties\ (or\ Missions)\ Scheduled} \times 100$$

$$MND\ Rate = \frac{Maintenance\ Losses}{Local\ Sorties\ (or\ Missions)\ Scheduled} \times 100$$

$$SND\ Rate = \frac{Supply\ Losses}{Local\ Sorties\ (or\ Missions)\ Scheduled} \times 100$$

Maintenance Man-hour per Flying Hour—Include all direct man-hours documented against the aircraft MDS and its engines.

$$Man\text{-}hour\ per\ Flying\ Hour = \frac{MDC\ Man\text{-}hours}{Flying\ Hours}$$

Maintenance Scheduling Effectiveness (MSE) Rate—The purpose of the MSE rate is to measure the success of a unit in executing its planned maintenance schedule. The MSE rate is the percentage of scheduled aircraft maintenance events that were started on or prior to the date printed in the weekly schedule. An event is considered started when the first step of the actual scheduled event is performed. Examples of this would be the first step listed in the pre-dock work card of a periodic or isochronal inspection (for example, depaneling or defueling) or the physical preparation of an aircraft to start a scheduled wash (for example, taping, etc.). Examples of when not to count an event as started would be the initial document review for a periodic or isochronal inspection, or when an aircraft is towed to the location where the scheduled maintenance is to be performed. Do not count (earned or possible) any of the following scheduled maintenance actions into the MSE rate: maintenance canceled due to severe weather; aircraft not able to return to base because they are broke off station; impounded aircraft; canceled maintenance actions to comply with a HHQ tasking; and notification of an immediate action TCTO or OTI that prevents the scheduled maintenance from being performed.

Scheduled Maintenance Actions (note 1)		
	Scheduled Action	**Points Assigned**
1	Phase Inspection: Periodic (PE) or Isochronal (ISO)	30
2	Home Station Check (HSC)/Hourly Post Flight (HPO)	20
3	Time Compliance Technical Order (TCTO)	20
4	Engine Time Change (note 2)	20
5	Aircraft Time Change (note 2)	20
6	Special Inspection (note 2)	15
7	Wash, Corrosion, Prep, and Paint (note 2)	15
8	Delayed Discrepancy (note 2)	5
9	Document Review	5
10	Transfer Inspection or Acceptance Inspection	3
11	Maintenance and Aircrew Trainers/Static Display	2
12	Other Scheduled Actions (not listed above)	2

NOTES:
1. Points are only earned for scheduled maintenance events on tail numbers printed in the weekly schedule. Use the event completion month as the basis for when to report points possible and earned.
2. Non-PE, ISO, HSC, or HPO.

$$MSE\,Rate = \frac{Maintenance\ Points\ Earned}{Maintenance\ Points\ Possible} \times 100$$

Mission Capable (MC) Rate—The MC rate is the total percentage of possessed aircraft that are mission capable.

$$MC\,Rate = \frac{FMC\,Hours + PMCM\,Hours + PMCS\,Hours + PMCB\,Hours}{Total\,Possessed\,Aircraft\,Hours} \times 100$$

Nonchargeable Ground Abort—The term non-chargeable ground abort applies only to the SSE rate. Non-chargeable ground aborts do not count as chargeable deviations to the schedule, however they are still included in the ground abort rate. (Example – the prime and spare aircraft both ground abort against a single line, the second abort is non-chargeable (for SSE) but still counts toward the abort rate.)

Not Mission Capable Both Maintenance and Supply Scheduled (NMCBS) Rate—The NMCBS rate is the percentage of possessed aircraft that are not mission capable due to both scheduled maintenance and supply.

$$NMCBS\ Rate = \frac{NMCBS\,Hours + NMCBS\,Airworthy\,Hours}{Total\,Possessed\,Aircraft\,Hours} \times 100$$

Not Mission Capable Both Maintenance and Supply Unscheduled (NMCBU) Rate—The NMCBU rate is the percentage of possessed aircraft that are not mission capable due to both unscheduled maintenance and supply.

$$NMCBU\ Rate = \frac{NMCBU\ Hours + NMCBU\ Airworthy\ Hours}{Total\ Possessed\ Aircraft\ Hours} \times 100$$

Not Mission Capable Maintenance Scheduled (NMCMS) Rate—The NMCMS rate is the percentage of possessed aircraft that are not mission capable due to scheduled maintenance.

$$NMCMS\ Rate = \frac{NMCMS\ Hours + NMCMS\ Airworthy\ Hours}{Total\ Possessed\ Aircraft\ Hours} \times 100$$

Not Mission Capable Maintenance Unscheduled (NMCMU) Rate—The NMCMU rate is the percentage of possessed aircraft that are not mission capable due to unscheduled maintenance.

$$NMCMU\ Rate = \frac{NMCMU\ Hours + NMCMU\ Airworthy\ Hours}{Total\ Possessed\ Aircraft\ Hours} \times 100$$

Not Mission Capable Supply (NMCS) Rate—The NMCS rate is the percentage of possessed aircraft that are not mission capable due to supply.

$$NMCS\ Rate = \frac{NMCS\ Hours + NMCS\ Airworthy\ Hours}{Total\ Possessed\ Aircraft\ Hours} \times 100$$

Partially Mission Capable Both Maintenance and Supply (PMCB) Rate—The PMCB rate is the percentage of possessed aircraft that are partially mission capable for both maintenance and supply reasons.

$$PMCB\ Rate = \frac{PMCB\ Hours}{Total\ Possessed\ Aircraft\ Hours} \times 100$$

Partially Mission Capable Maintenance (PMCM) Rate—The PMCM rate is the percentage of possessed aircraft that are partially mission capable for maintenance reasons only.

$$PMCM\ Rate = \frac{PMCM\ Hours}{Total\ Possessed\ Aircraft\ Hours} \times 100$$

Partially Mission Capable Supply (PMCS) Rate—The PMCS rate is the percentage of possessed aircraft that are partially mission capable due to supply reasons only.

$$PMCS\ Rate = \frac{PMCS\ Hours}{Total\ Possessed\ Aircraft\ Hours} \times 100$$

Percent MC Scheduled—Measures the mission capable portion of the fleet committed to the daily flying schedule. The raw data and rates will be reported on the monthly 7501 report for each day with scheduled flying. (See Attachment 5)

$$\%\ MC\ Scheduled = \frac{\#\ Prime\ Flyers + \#\ Spares}{\#\ MC\ Aircraft} \times 100$$

NOTE: Number of MC aircraft measurement will be taken one hour prior to first launch of the day.

Primary Aircraft Inventory (PAI)—Aircraft assigned to meet the primary aircraft authorization for performance of the operational and support mission to include wing-level maintenance requirements.

Programmed UTE Rate—The programmed UTE rate is the programmed average sorties or hours per PAI. See UTE Rate for formula.

Recur Discrepancy Rate—A recurring discrepancy is a pilot reported discrepancy (PRD) that has a completed maintenance corrective action, but the same discrepancy reappears on the second through fifth sortie or attempted sortie. Recur malfunctions indicate a problem with either troubleshooting or system maintainability. For example: A malfunction occurs on a sortie (or attempted sortie) and is signed off as repair completed and the malfunction does not occur on the very next sortie. A recur would be recorded if that malfunction occurs on any of the next four sorties (sorties 2-5 after the original).

$$Recur\ Rate = \frac{\#\ of\ Recurs}{\#\ of\ Pilot\ Reported\ Discrepancies} \times 100$$

Repeat Discrepancy Rate—A repeat discrepancy is a pilot reported discrepancy (PRD) that has a completed maintenance corrective action and reappears on the very next sortie or attempted sortie. Like recurs, repeat malfunctions indicate a problem with either troubleshooting or system maintainability.

$$Repeat\ Rate = \frac{\#\ of\ Repeats}{\#\ of\ Pilot\ Reported\ Discrepancies} \times 100$$

Sortie Scheduling Effectiveness (SSE) Rate: The SSE rate is the percentage of scheduled sorties a unit successfully completes as published in the printed weekly flying schedule. Nonchargeable deviations are factored in or out by using the adjusted schedule. The purpose of SSE rates is to measure the success of a unit to complete a given flying schedule. Schedule deviations are broken down into two categories: nonchargeable and chargeable (see AETCI 21-104, *Aircraft Planning and Scheduling,* for a detailed listing). The nonchargeable deviations are used to adjust the flying schedule to factor out uncontrollable elements. The chargeable deviations are then measured in relation to this adjusted schedule to compute SSE. Air aborts are *not* considered flying schedule deviations and are *not* used in computing SSE rates.
In order to accurately measure SSE, first reconcile sorties flown with local sorties scheduled. Local sorties are defined in AETCI 21-104, Attachment 1. The following formula can be used to accomplish the reconciliation of local sorties scheduled to sorties flown:

$$\begin{aligned} Local\ Sorties\ Flown = {} & Local\ Sorties\ Scheduled + (OPS\ Adds + FCF/OCF/Ferry\ Sorties + \\ & Weather\ Adds + Other\ Adds) - (MNDs(includes\ unspared\ ground\ aborts) \\ & + SNDs + OPS\ Deletes + Weather\ Deletes + Other\ Deletes) \end{aligned}$$

Once this reconciliation has been accomplished, the next step is to figure the adjusted schedule. As stated previously, by adding or subtracting the nonchargeable deviations to the schedule, we remove the uncontrollable factors.

$$Adjusted\ Scheduled = Local\ Sorties\ Scheduled + Weather\ Adds + FCF/OCF/Ferry\ Sorties + Other\ Adds - Weather\ Deletes - Other\ Deletes$$

NOTE: In order to avoid double counting deviations, ensure you do not include ground aborts that are also logistics nondeliveries (LGND) in the chargeable deviations.

$$SSE\ Rate = \frac{Adjusted\ Schedule - Chargeable\ Deviations}{Adjusted\ Schedule} \times 100$$

Spare Factor (Actual)—Percent of aircraft committed to the daily flying schedule as spare aircraft.

$$Actual\ Spare\ Factor = \frac{\#\ Spare\ Aircraft}{\#\ Spare\ Aircraft + \#\ Prime\ Flyers} \times 100$$

Total Abort Rate—The total number of aborts (air and ground) per 100 local sortie attempts.

$$Total\ Abort\ Rate = \frac{\#\ of\ Ground\ Aborts + \#\ of\ Air\ Aborts}{Local\ Sorties\ Flown + \#\ of\ Ground\ Aborts} \times 100$$

Total Not Mission Capable Maintenance (TNMCM) Rate—The TNMCM rate is the total percentage of possessed aircraft that are not mission capable for maintenance (NMCM + NMCB). The purpose of TNMCM is to quantify how much aircraft downtime is attributable to maintenance and focuses on the effectiveness of the maintenance workforce.

$$TNMCM\ \ Rate = \frac{NMCM\ Hours + NMCM\ Airworthy\ Hours + NMCB\ Hours + NMCB\ Airworthy\ Hours}{Total\ Possessed\ Aircraft\ Hours} \times 100$$

Total Not Mission Capable Supply (TNMCS) Rate—The TNMCS rate is the total percentage of possessed aircraft that are not mission capable for supply (NMCS + NMCB). The purpose of TNMCS is to quantify how many aircraft are not mission capable for lack of parts and focuses on the effectiveness of the supply system.

$$TNMCS\ \ Rate = \frac{NMCS\ Hours + NMCS\ Airworthy\ Hours + NMCB\ Hours + NMCB\ Airworthy\ Hours}{Total\ Possessed\ Aircraft\ Hours} \times 100$$

UTE Rate—The UTE rate is the average sorties or hours flown (planned or actual) per primary aircraft inventory (PAI). The purpose of UTE rates is to establish the primary performance standard that measures a wing's ability to meet its flying objective as well as the prime mechanism in resource allocation.

$$Monthly\ UTE\ Rate = \frac{Monthly\ Sorties\ (or\ Hours)}{PAI\ \ Aircraft}$$

$$Annual\ UTE\ Rate = \frac{Annual\ Sorties\ (or\ Hours)}{Sum\ of\ \ Monthly\ PAI\ \ Aircraft}$$

Attachment 2

MONTHLY REPORT FORMAT (MANUAL METHOD)

1. Base name, MDS, and month being reported.

2. Aircraft assigned (TAI).

3. Possessed hours.

4. Nonpossessed hours.

5. FMC hours.

6. PMCM hours.

7. PMCS hours.

8. PMCB hours.

9. NMCMU hours.

10. NMCMS hours.

11. NMCMU airworthy hours.

12. NMCMS airworthy hours.

13. NMCS hours.

14. NMCS airworthy hours.

15. NMCBU hours.

16. NMCBS hours.

17. NMCBU airworthy hours.

18. NMCBS airworthy hours.

19. PAI aircraft.

20. Sorties flown.

21. Hours flown.

22. Sorties or hours programmed.

23. Projected logistics attrition.

24. Projected operations attrition.

25. Projected weather attrition.

26. Projected other attrition.

27. Local sorties scheduled.

28. Local sorties flown.

29. Operations adds.

30. Ferry/FCF/OCF sorties.

31. Weather adds.

32. Other adds.

33. Operations deletes.

34. Maintenance deletes.

35. Weather deletes.

36. Other deletes.

37. Maintenance nondeliveries.

38. Supply nondeliveries.

39. Operations nondeliveries.

40. Ground aborts.

41. Nonchargeable ground aborts.

42. Air aborts.

43. Repeats.

44. Recurs.

45. Pilot reported discrepancies.

46. Code 3 breaks.

47. 8-or 12-hour fixes.

48. Canns.

49. Number of delayed discrepancy aircraft (total for month).

50. Number of AWMs (total for month).

51. Number of AWPs (total for month).

52. FCF attempts.

53. FCF releases.

54. Number of fleet time aircraft (total for month).

55. Total fleet time hours (total for month).

56. Number of PE inspections complied with.

57. MSE points possible.

58. MSE points earned.

59. MDC man-hours.

60. Number of maintenance nondeliveries (item 37) that were also ground aborts (item 40).

61. Daily number of possessed aircraft, MC aircraft, Prime Flyers, Spares, and percent MC scheduled.***

***Submit item 61 in the same format as the electronic version shown in Attachment 5.

Attachment 3

ANALYSIS REMARKS FORMAT

MC Rate: MC Rate comments are required only if TNMCM and TNMCS standards are met while the MC standard is not. List the top five systems driving the NMC time. Within each system, list the top three WUC (5-digit) drivers. Break the total NMC hours down into NMCM, NMCS, and NMCB, including the NSN for each NMCS or NMCB status entry except NMCB entries for phase or ISO inspections. In addition to these details, list any systems whose total NMC hours varied significantly from the previous 12-month average. A good rule of thumb to use to determine if the increase or decrease is significant is: does the amount of change represent at least 20 percent of the previous 12 month average NMC hours, and is the difference at least 100 hours? ***NOTE:*** The xxxx-xx-xxx-xxxx in the format represents the NSN.

List the system and WUC details using this format (round off all hours):

System: 11 – Airframe – 1450 NMC Hours

WUC	Noun	NMC Hours
11100	Windshield	935 Combined
		396 NMCS (xxxx-xx-xxx-xxxx)
		275 NMCB (xxxx-xx-xxx-xxxx)
		264 NMCM
11614	Wing Tip	650 NMCM
11812	Throttle Lever	585 Combined
		335 NMCS (xxxx-xx-xxx-xxxx)
		250 NMCM

Repeat this structure for all five of the top systems driving the NMC time.

List all systems that vary significantly from their average using this format:

System/Noun	Current Month NMC Hrs	Previous 12 Month Avg Hrs	Diff +/-
46/Fuels	705	295	+410
03/Phase	650	1245	-595

Remarks: Remarks will address the root cause or causes for the missed standard. Explain your analysis of top drivers, problem systems, problem aircraft, trends or any other factors affecting the indicator. Do not simply restate the details from above; this does not help the headquarters staff or the unit. It is impossible to provide a set format for the remarks section, as it must be tailored to the situation. One possible remarks example: Two aircraft with cracks caused the windshield NMC during the month. The downtime was extended due to a bad (also cracked) windshield received from the manufacturer. A second windshield was ordered and received to replace the bad one. The NMCB time on aircraft 0298 was due to maintenance working delayed discrepancies while waiting for the second windshield to arrive. The installation of both windshields was normal with most (150 hours) of the time consumed during rigging. Both aircraft repairs have been completed. Fuel system time was up for March because of one aircraft (595 hours) with fuel leaks. The majority of the NMC time (395 hours) was actually NMCS while waiting for a main cell from supply. The installation and leak checks took approximately 8

days. The repairs were completed on 29 March and no other leaks have developed on that aircraft. Phase time was significantly lower than normal due to two fewer phases than usual (4 versus 6) being accomplished. Fewer phases were scheduled to allow for additional AT-38 phases to increase the AT's average fleet time for the coming summer months.

TNMCM Rate. List the top five systems driving the TNMCM time. Within each system, list the top three WUC (5 digit) drivers. Break the total TNMCM hours down into NMCM and NMCB. In addition to these details, list any systems whose total TNMCM hours varied significantly from the previous 12-month average.

List the system and WUC details using this format (round off all hours):

System: 14 – Flight Controls – 1745 TNMCM Hours

WUC	Noun	TNMCM Hours
14EFF	Trailing Edge	674 Combined
		497 NMCB
		177 NMCM
14EDK	Leading Edge Flap Actuator	215 NMCM
14DAA	Stabilizer Trim Switch	115 Combined
		95 NMCB
		20 NMCM

Repeat this structure for all five of the top systems driving the TNMCM time.

List all systems that vary significantly from their average using this format:

System/Noun	Current Month TNMCM Hrs	Previous 12 Month Avg Hrs	Diff +/-
13/Landing Gear	995	705	+290

Remarks: Use the same guidelines that are listed in the MC rate remarks section.

TNMCS Rate. List the top five systems driving the TNMCS rate. Within each system, list the top three WUC (5 digit) drivers. Break the total TNMCS hours down into NMCS and NMCB. Include the NSN for all NMCS or NMCB status entries except NMCB entries for phase or ISO inspections. Also list the overall top 5 driving components. Data and remarks for the TNMCS rate must also comply with guidance in Section B of this instruction. For units supported by both Contractor Operated and Maintained Base Supply (COMBS) and the standard base supply system, include the number of TNMCS hours attributable to COMBS and the number of TNMCS hours attributable to the standard base supply system separately. These units will also report all COMBS parts that took longer than the contractual standard of 30 minutes to deliver when those parts caused a TNMCS status on the aircraft, including the number of TNMCS hours each part was responsible for

List the system and WUC details using this format (round off all hours):

System: 13 – Landing Gear – 1031 TNMCS Hours

WUC	Noun	TNMCS Hours
13BEB	Shimmy Damper	475 NMCS (xxxx-xx-xxx-xxxx)
13CCE	Actuator	325 Combined (xxxx-xx-xxx-xxxx) 300 NMCB 25 NMCS
13AEQ	Right Main Landing Gear	115 NMCS (xxxx-xx-xxx-xxxx)

Repeat this structure for all five of the top systems driving the TNMCS time.

List the top 5 driving components using this format (round off all hours):

WUC	Noun	NSN	TNMCS Hours	Notes
23EBC	Fuel Pump Filter	xxxx-xx-xxx-xxxx	328	List any relevant information on the part

Remarks: Use the same guidelines that are listed in the MC Rate Remarks section.

SSE Rate: List the details for all chargeable deviations using the format below. If the unit did not meet the SSE standard and the total abort standard, they may reference the total abort section for details on the aborts instead of listing the data twice. Narratives under the reason/discrepancy and corrective action columns must be detailed enough to fully explain the deviation. Narratives such as "ground abort," "no acft," or "ops add" are not sufficient to explain the reason for the deviation. Provide a wrap-up at the end of the details of high driving systems and/or aircraft for maintenance deviations. Provide noun of part and NSN for supply nondeliveries. ***NOTE***: For maintenance deviations indicate any repeats or recur, and identify the original discrepancy.

Date	Acft	Dev	WUC	Reason/Disc	Corrective Action
1 May	A0362	GA/GAB	23000	# 1 Eng No Start	Replaced bad fuel control

Top 3 High Driving Systems
23 – Engines – 15 Deviations
14 – Flight Controls – 13 Deviations
45 – Hydraulics – 7 Deviations

Top 3 High Driving Aircraft (Maintenance reasons)
A0265 – 5
A1032 – 5
A0178 – 3 (list ties for third position if more than 3 deviations per aircraft)

Remarks: Address themes/trends in current month's deviations as well as trends in deviations over the last 6 to 12 months. What are the underlying causes for not meeting the SSE rate? Remarks such as "the high driver was 18 ground aborts" are a simple way to restate the details above and do not qualify as remarks. Provide an analysis of the deviations.

Total Abort Rate: List details on all aborts included in the abort rate. Narratives under the reason/discrepancy and corrective action columns must fully explain the abort. Narratives, such as

"ground abort" or "engines," do not provide a sufficient level of detail. The format for listing details will closely match that of the SSE rate section, including the wrap-up by system and aircraft. ***NOTE:*** Any aborts that are repeats or recurs require a full history of all discrepancies back to the original writeup. This history will include discrepancy, corrective action, date, number of sorties between occurrences and number of sorties flown without the same problem since the last abort.

Date	Acft	Dev	WUC	Reason/Disc	Corrective Action
1 May	A0362	GA/GAB	23000	# 1 Eng No Start	Replaced bad fuel control

Top 3 High Driving Systems
23 – Engines – 15 Deviations
14 – Flight Controls – 13 Deviations
45 – Hydraulics – 7 Deviations

Top 3 High Driving Aircraft (Maintenance reasons)
A0265 – 5
A1032 – 5
A0178 – 3 (list ties for third position if more than 2 aborts per aircraft)

Remarks: See the SSE sections for guidance in providing remarks for the total aborts.

MSE Rate: List all actions that were not completed as scheduled and reason for not completing the scheduled maintenance action. Details must include type of event, date scheduled, aircraft (ID number) involved, and current status of the missed event.

Remarks: If required, address actions taken to prevent delay in accomplishing scheduled maintenance actions in the future.

CANN Rate: List the top five canned items using the format below. List in order of most frequently canned parts to least frequently canned items. Data and remarks for the CANN rate must also comply with guidance in Section B of this instruction.

WUC	Noun	NSN	Number of Canns

Remarks: Address reasons for canning items multiple times. What is the projected get well date for parts that are continually canned? Why were the parts unavailable? Also, address any trends in canned items over the last 6-12 months.

Break Rate: List details on all breaks in the format below. Provide rollup for top 3 systems and top 3 aircraft after details.

Date	Acft	WUC	Discrepancy	Corrective Action

Top 3 High Driving Systems
13 – Landing Gear – 12 Breaks
23 – Engines – 11 Breaks
14 – Flight Controls – 11 Breaks

Top 3 High Driving Aircraft
A1527 – 5 Breaks – Landing Gear (2 Breaks), Flight Controls (2 Breaks), Engines (1 Break)

Remarks: Address common themes in current month's breaks. What were common writeups within high driving systems and/or aircraft? Look for and comment on trends beyond the current month's data.

Fix Rate: List details for fix actions that exceeded the 8 or 12 hour standard. Provide details under the Extending Factors column only for repair times that would be considered abnormal.

Date	Acft	Fix Time	WUC	Discrepancy	Corrective Action	Extending Factors

Remarks: Address trends in system repair times over the last 12 months. Are average fix times increasing or decreasing? Why?

Hangar Queen: Report data on all Hangar Queen aircraft in the following format (See AFI 21-101 for Hangar Queen guidance and criteria):

Aircraft Serial Number:
Hangar Queen Category:
Date Last Flown:
Number of Chargeable Hangar Queen Days:
ETIC/Date Flown:
Detailed breakout of all status entries since date last flown (CAMS screen 459 or G081 screen 8047):
List main supply drivers (NSN, Noun, and Estimated Delivery Date) if MICAP for any parts:

Remarks: (Include any narrative that would help explain why the aircraft was a Hangar Queen and list any major components that were Canned.)

Attachment 4

WEEKLY REPORT FORMAT

1. Base Name:

2. MDS:

3. Time Frame of Report:

4. Cumulative NMCS hours:

5. Cumulative NMCB hours:

6. TNMCS Rate:

7. For aircraft in NMCS or NMCB status for 30 or more days list the WUC, Noun, NSN for driving components, and the overall ETIC. Identify any phase or Cann aircraft included in this list and what date they entered phase or became a Cann aircraft.

8. Remarks: (list any parts concerns the unit feels is adversely affecting fleet health).

9. Total number of Canns:

10. Cann Rate:

11. Top three Canned items (include WUC, NSN, Noun and number of times Canned).

12. Hangar Queen Data (All Cat II or Cat III) (See AFI 21-101 for Hangar Queen guidance and criteria):

a. Aircraft Serial Number:

b. Hangar Queen Category:

c. Date Last Flown:

d. Number of Chargeable Hangar Queen Days:

e. ETIC/Date Flown:

f. Detailed breakout of all status entries since date last flown (CAMS screen 459 or G081 screen 8047):

g. List main supply drivers (NSN, Noun, and estimated delivery date) if MICAP for any parts:

h. Remarks: Include any narrative that would help explain why the aircraft was a Hangar Queen and major components that were Canned.

Attachment 5

PERCENT MC AIRCRAFT SCHEDULED WORKSHEET

Below is an example of the worksheet used to collect information for the MLIR.

MDS:	AT-38B						
Date	**Day of Week**	**# Acft Possessed**	**# MC Acft (1 Hour prior to 1st Launch)**	**# Prime 1st Go Fliers**	**# Spares**	**% MC Acft Committed to Schedule**	**Actual Spare Factor**
1-Aug-02	Thursday	23	18	12	2	77.8	14.3
2-Aug-02	Friday	23	20	12	2	70.0	14.3
3-Aug-02	Saturday						
4-Aug-02	Sunday						
5-Aug-02	Monday	23	17	10	2	70.6	16.7
6-Aug-02	Tuesday	23	19	12	2	73.7	14.3
7-Aug-02	Wednesday	23	18	12	2	77.8	14.3
8-Aug-02	Thursday	23	22	14	2	72.7	12.5
9-Aug-02	Friday	23	21	14	2	76.2	12.5
10-Aug-02	Saturday	22	22	4	1	22.7	20.0
11-Aug-02	Sunday						
12-Aug-02	Monday	22	20	12	2	70.0	14.3
13-Aug-02	Tuesday	22	21	12	2	66.7	14.3
14-Aug-02	Wednesday	22	19	12	2	73.7	14.3
15-Aug-02	Thursday	22	18	12	2	77.8	14.3
16-Aug-02	Friday	22	20	12	2	70.0	14.3
17-Aug-02	Saturday						
18-Aug-02	Sunday						
19-Aug-02	Monday	23	20	13	2	75.0	13.3
20-Aug-02	Tuesday	23	19	12	2	73.7	14.3
21-Aug-02	Wednesday	23	18	12	2	77.8	14.3
22-Aug-02	Thursday	23	22	14	2	72.7	12.5
23-Aug-02	Friday	23	21	14	2	76.2	12.5
24-Aug-02	Saturday						
25-Aug-02	Sunday						
26-Aug-02	Monday	23	22	12	2	63.6	14.3
27-Aug-02	Tuesday	23	21	13	2	71.4	13.3
28-Aug-02	Wednesday	20	18	13	2	83.3	13.3
29-Aug-02	Thursday	20	18	12	2	77.8	14.3
30-Aug-02	Friday	23	21	10	2	57.1	16.7
31-Aug-02	Saturday						
Overall		517	455	275	45	70.3	14.1